



# TRAFFIC ENGINEERING DIVISION SPEC UPDATES

Mid-Atlantic Asphalt Expo (MAAE) “Lite” Virtual Conference | December 10, 2020

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## 2020 Year In Review

- **Most T.E. specs/policies remained unchanged for 2020 Schedules, with two notable exceptions:**
  - **Plastic Inlaid Markers (PIMs)**
  - **Portable Temporary Rumble Strips (PTRS)**
- **Thank you to Industry for working with VDOT on these changes**
- **Proposed Spec changes reviewed by Industry (VAA, etc.) earlier this Fall; have now been approved by VDOT and FHWA and are in effect for new advertisements**



# Key Specifications Documents

| Document                     | Description   | Applicability  |
|------------------------------|---|--|
| SS512                        | Section 512 (MOT) Supplemental Specifications**               | All contracts (including all 2021+ paving schedules) |
| SS704                        | Section 704 (Pavement Markings) Supplemental Specifications** | All contracts (including all 2021+ paving schedules) |
| SP704                        | Section 704 Special Provision                                 | 2021+ Paving Schedules                               |
| SQ704                        | Data Logger Systems Special Provision                         | All contracts  |
| PIMs SP                      | Plastic Inlaid Markers (PIMs) Special Provision               | All contracts with markers                           |
| Type A, Class XI Markings SP | High Build Paint Special Provision                            | Being piloted on select 2021 paving schedules        |
| Type B, Class X2 Markings SP | Wet Reflective Thermoplastic Special Provision                | Being piloted on select 2021 paving schedules        |



## Key Spec Changes | *MOT Specifications (SS512)*

- **Eliminated duplication with VWAPM Revision #2**
- **Removable tape changes**
  - VDOT now only uses D-III tape; no more D-II tape
  - Type D-3 markings must be contrast (“Oreo tape”) on concrete roads/bridge decks (with exceptions)
  - Type E blackout tape not allowed on concrete surface
- **Eradication changes**
  - No longer dictate means and methods
  - Clarify that residue cannot enter inlets or drainage ditches



## Key Spec Changes | *MOT Specifications (SS512) cont.*

- **Cast iron SRPMs within limits of long-term lane shifts must be entirely removed before start of shift**
- **Describes when work zone devices must be MASH-compliant**
- **Require PCMS to be physically locked to inhibit message tampering**
- **Miscellaneous other changes**



## Key Spec Changes | *Markings (SS704)*

- **Simplify language on proper bead embedment (better matches mfr recommendations)**
- **Remove all references to SRPMs**
  - **PIMs are still governed by a separate Special Provision; no changes to the PIM SP issued in Fall 2019**
- **Greater allowance for new line to be applied directly atop existing line as long as existing line is not excessively cracked/powdery**
  - **Better matches mfr recommendations and typical VDOT practice for in-house retrace work**



## Key Spec Changes | *Markings for Paving Schedules (SP704)*

- **Flexible Temp Pavement Marker (FTPM) revisions**
  - Pavement marking certification not needed
  - Can remain in place > 14 days as long as they are undamaged
- **Don't dictate markers vs. markings sequence of construction**
- **On Latex Modified (LM) surfaces, permanent markings can go down as soon as surface can support the marking**
  - Contractor must still wait 14 days before applying B6 tape on LM
  - As recommended by mfr., all loose aggregate/debris must be blown clear before marking is applied



## Key Spec Changes | *Other Pavement Marking Changes*

- **Striping contractor may use Data Logger System (DLS) to automatically record bead & material usage**
  - Conceptually similar to e-ticketing initiative
  - Replaces need to stop every 3 hours to manually record material thickness and bead rate
  - For 2022 and beyond, VDOT may consider making DLS mandatory similar to other state DOTs (MN, OH, ND)
- **Piloting use of other durable marking types on select paving schedules**
  - Anticipate VDOT will start using high-build paint on routine basis in future years





# Proposed Temporary Markings IIM

- **Continuing issues with deteriorated or missing work zone markings:**
  - Paving schedules - markings not getting applied in timely manner
  - Construction projects - deteriorated markings, confusing “ghost lines”
- **Proposed policy will address:**
  - When more durable and/or wider width markings must be specified
  - When contrast markings must be used
  - DTE must approve change in material during construction

